



European Powered Flying Union

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EPFU News Flash No. 149, December 2025

Dear Readers

the shorter the days, the longer the News Flash? There is no system behind this, but it is true for the December issue.

Together with Martin Ryff, we have been able to produce a multifaceted issue that focuses in particular on opportunities for participation in future simpler rules. Take a look at EASA's Rule Simplification Programme mentioned at the top of page 1. Of course, the other selected articles are also important, but the first one is about the future that we must help shape so that we do not fall victim to prevailing conditions, because in addition to the opinions published by organisations, individual, professionally justified views must also be made sufficiently known. For this reason, participation is important.

Thank you for your participation and ideas. We are called upon to participate.

René, your Technical Officer

EASA Rule Simplification Programme Making regulation smarter for a safer Future

From the Agency: EASA is launching a stakeholder survey to gather insights from industry, regulators, and other stakeholders. Your participation is essential to help EASA:

- Identify areas where simplification could bring the greatest benefit.
- Understand challenges in implementing current rules.
- Prioritise actions that align with the programme's goals.

For all details supporting your contribution please go to

<https://www.easa.europa.eu/en/document-library/rulemaking-process-overview/easa-rule-simplification-programme>

Here is the address bringing you directly to the survey which open until 31/12/2025:

<https://ec.europa.eu/eusurvey/runner/SimplifyEASA>

You may start now with your comments. Make the best of this unique opportunity. Many thanks

EASA Aviation Safety Conference 2025 sees complacency as a safety threat, seeks rule simplification

24/11/2025, from the Copenhagen Conference, EASA writes: "The biggest risk to aviation safety in Europe is complacency, arising as a consequence of the industry's strong safety performance in the region in recent years, speakers at this year's European Union Aviation Safety Agency's Annual





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Safety Conference asserted.”

EASA Executive Director Florian Guillermet said: “Our discussions show that we are starting to get a better grip on the safety risks at stake today and that we have a common mindset. Now we need to come together to take the right actions, including **to ensure that we don’t do compliance for the sake of compliance but for the sake of safety**, to keep safety standards high, while ensuring we have competitive European aviation industry.”

That is what the “EASA Rule Simplification Programme, making regulation smarter for a safer Future” is for. Please send your inputs to the Agency as per the provisions presented just above this text.

EASA publishes updated Easy Access Rules for Aircrew

26/11/2025 The European Union Aviation Safety Agency (EASA) has published a new revision of the Easy Access Rules for Aircrew (Regulation (EU) No 1178/2011).



This Revision from November 2025 contains:

- The requirements for a gyroplane pilot license introduced by Commission Implementing Regulation (EU) 2025/134.
- Updates to the acceptable means of compliance — guidance material (AMC & GM) to Regulation (EU) 1178/2011 provided by ED Decision 2025/002/R.
- The regulatory framework for the operation of drones — enabling innovative air mobility with manned VTOL-capable aircraft stemming from ED Decision 2025/011/R.
- The amendment to the Implementing Regulation (EU) 2023/203 as introduced by Commission Implementing Regulation (EU) 2025/2293.

The EAR for Aircrew are available as a pdf in an easy-to-read format with advanced navigation features through links and bookmarks, and in an xml format with machine-readable content.

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-updated-easy-access-rules-aircrew-0?utm_campaign=d-20251127&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

The European Union Aviation Safety Agency (EASA) has published Revision from November 2025 of the Easy Access Rules for Initial Airworthiness and Environmental Protection (Regulation (EU) No 748/2012).



The following regulations and acceptable means of compliance and guidance material (AMC and GM) are included:

- Commission Delegated Regulation (EU) 2024/1108 and Commission Implementing Regulation (EU) 2024/1110 regarding the initial airworthiness of unmanned aircraft systems;
- Commission Delegated Regulation (EU) 2025/1065 updating the references to the environmental protection requirements and including corrections;



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- Commission Implementing Regulation (EU) 2025/2293 amending Implementing Regulation (EU) 2023/203 and correcting Regulation (EU) No 748/2012;
- ED Decision 2025/016/R amending the acceptable means of compliance and guidance material (AMC and GM) to Annex I (Part 21) to Regulation (EU) No 748/2012

For all the texts you may go to

<https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-new-revision-easy-access-rules-initial-airworthiness-and> tested, it works, even if it seems to be shortened a little bit...

Impact of Security Measures on Safety — Final Dissemination Event

Online event, 4/12/2025, 14:00 - 16:00 CET (UTC +1).

The final dissemination webinar will focus on the project's findings and outcomes, drawing together insights from all tasks to showcase how the research translates into real-world impact. For additional information and for your registration please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/impact-security-measures-safety-final-dissemination-event>



Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/11/2025 and 30/11/2025. Titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR:

ToR RMT.0752 Continued integrity verification programme (CIVP) published 11/11/2025. The objective of a continued integrity verification programme (CIVP) is to make sure that the assumptions made during certification on the reliability of **critical rotorcraft components** remain valid throughout their operational life. Interested parties may go to

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0752>

ToR RMT.0761 Revision of Regulation (EU) 2018/1048 (the 'PBN IR') published 28/11/2025.

EASA writes: After the completion of BIS-44 'Safe Operations in a PBN Environment', EASA has confirmed, with the support of several stakeholders, the impact of the restrictions to fly conventional navigation, as well and the need to further support the implementation of contingency measures. Following the BIS recommendation, the objectives of this rulemaking task are to amend Regulation (EU) 2018/1048:

- to address the negative effects resulting from the restrictions to fly conventional navigation, particularly, ILS CAT I procedures; and



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- to further support the implementation of contingency measures.

For the full text please go to

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0761>

Public Consultations by EASA: None.

Notices of Proposed Amendment:

Repetition

NPA 2025-04 New air mobility | Rules for air operations with airships (AsOP)

10/10/2025 Not directly applicable to our community, but their operation takes place in our common airspace. Comment period ends on 10/1/2026. For all details please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-04>

Repetition

NPA 2025-05 Regular update of the ATM/ANS rules

13/10/2025 The amendments proposed with this NPA concern mainly provisions in Annex V (Part-MET), Annex I (Part-DEFINITIONS), Annex II (Part-ATM/ANS.AR), Annex III (Part-ATM/ANS.OR) and Annex IV (Part-ATS). This NPA also proposes amendments to Appendix 5 'REQUIREMENTS REGARDING SERVICES IN AIR NAVIGATION' to Commission Implementing Regulation (EU) No 923/2012 concerning 'Special air-report of volcanic activity form (model VAR)' for regulatory consistency. Comment period ends on 13/1/2026. For more information please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-05>

Repetition

NPA 2025-06 Regular update of the AMC and GM associated with the conformity assessment framework for ATM/ANS equipment

24/10/2025 The proposed amendments are expected to ensure the efficient and harmonised implementation of the regulatory framework for assessing the conformity of ATM/ANS equipment. The objective is to ensure that the AMC and GM remain fit for purpose and support affected stakeholders with its implementation. Comment period ends on 23/1/2026. For all details please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-06>

NPA 2025-07 Detailed specifications and associated acceptable means of compliance and guidance material | Artificial intelligence trustworthiness

10/11/2025 This NPA proposes a new set of detailed specifications on artificial intelligence (AI) trustworthiness for the safe use of AI in aviation in response to Regulation (EU) 2024/1689 (the Artificial Intelligence Act) Chapter III, Section 2. Comment period ends on 10/2/2026. For your inputs please go to



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<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-07>

NPA 2025-08 Regular update of CS-E

17/11/2025 This NPA proposes to amend the Certification Specifications and Acceptable Means of Compliance for Engines (CS-E) in order to reflect the state of the art and best practices, based on the selection of non-complex, non-controversial, and mature subjects. It covers turbine engines. Comment period ends on 17/2/2026. If interested in the topic please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-08>

NPA 2025-09 Regular update of the Standardised European Rules of the Air (SERA) | Implementation of flight and flow — information for a collaborative environment services (RMT.0476)

19/11/2025 **NPA 2025-09** is divided in four parts: (A), (B), (C) and (D).

- **NPA 2025-09 (A) Explanatory Note**
- **NPA 2025-09 (B) Proposed amendments to Commission Implementing Regulation (EU) No 923/2012 and the related AMC and GM of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010**
- **NPA 2025-09 (C) Proposed amendments to Commission Implementing Regulation (EU) 2017/373 and the related AMC and GM of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011,**
- **NPA 2025-09 (D) Proposed amendments to Commission Regulation (EU) No 965/2012 and the related AMC and GM laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.**

Comment period ends on 19/2/2026. All downloads are here:

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-09>

Focused Consultation: None.

Agency Decisions: None.

Opinion: None.

Comment Response Documents: None.

EU Consultations: ("Have your say"): None of relevance to General Aviation, but one dealing with commercial air transport:

Aviation – EU air services rules (revision).

The European Commission writes: "The current EU air services rules cover areas such as operating



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requirements, the freedom to provide services and pricing freedom. The initiative will update those rules in light of lessons learnt, including during the COVID-19 pandemic, changing market dynamics and geopolitical and environmental developments. The aim is to ensure that the EU internal aviation market continues to be consumer-centric, affordable, reliable, socially and environmentally sustainable and globally competitive.”
Comment period ends on 15/12/2025

For all details please go to

<https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14620-Aviation-EU-air-services-rules-revision-en>

EU Regulations:

Implementing Regulation (EU) No 2025/2143 introducing **competency-based training and assessment and virtual training of air traffic controllers** was adopted by the European Commission. This Regulation completes the package stemming from the regulatory proposal in the EASA Opinion 06-2024 developed under Subtasks 3 and 4 of RMT.0668, published in the OJ L of 24/10/2025.

For the full text please go to

http://data.europa.eu/eli/reg_impl/2025/2143/oj

Commission Implementing Regulation (EU) 2025/2293 of 10/11/2025 amending Implementing Regulation (EU) 2023/203 as regards the **requirements applicable to organisations subject to a declaration** and correcting Regulations (EU) No 1178/2011, (EU) No 748/2012, (EU) No 965/2012, (EU) No 139/2014, (EU) No 1321/2014, (EU) 2015/340, and Implementing Regulation (EU) 2017/373, all titles added here for clarity:

- (EU) No 1178/2011 Commission Regulation (EU) No 1178/2011 establishes technical requirements and administrative procedures for civil aviation aircrew, ensuring safety and standardization across the EU.
- (EU) No 748/2012 Commission Regulation (EU) No 748/2012 Initial Airworthiness
- (EU) No 965/2012 Commission Regulation (EU) No 965/2012 Air Operations
- (EU) No 139/2014 Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008
- (EU) No 1321/2014 Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks
- (EU) No 2015/340 Commission Regulation (EU) 2015/340 of 20 February 2015 laying down technical requirements and administrative procedures relating to air traffic controllers' licences and certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 923/2012 and repealing Commission Regulation (EU) No 805/2011
- (EU) No 2017/373 Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011



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For the full text of (EU) 2025/2293. Published in OJ L 11/11/2025, please go to

http://data.europa.eu/eli/reg_impl/2025/2293/oj

Commission Implementing Regulation (EU) 2025/2253 of 11 November 2025 correcting certain language versions of Annex I to Regulation (EU) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council. Published in OJ L of 12/11/2024.

- The Estonian and German language versions of Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 (2) contain an error in Subpart B, Section 2, point FCL.140.A(c), introductory phrase, as regards the recency requirements for holders of an LAPL(A) with privileges for SEP aeroplanes, and in Subpart H, Section 1, point FCL.710(d), introductory phrase, as regards the requirements that pilots have to fulfil in order to maintain their privileges for another variant of aircraft. The error, introduced by Commission Implementing Regulation (EU) 2024/2076 (3), affects the substance of those provisions.
- In addition, the Latvian and Portuguese language versions of Annex I (Part-FCL) to Regulation (EU) No 1178/2011 contain an error in Appendix 9, Section A, point 1e, as regards the derogation set out in that provision. The error, introduced by Implementing Regulation (EU) 2024/2076, affects the substance of that provision.
- The Estonian, German, Latvian and Portuguese language versions of Regulation (EU) No 1178/2011 should therefore be corrected accordingly. The other language versions are not affected.

For the full text please go to

http://data.europa.eu/eli/reg_impl/2025/2253/oj

GA Buyer Europe, November 2025

Brings on page 26, in the “Piston Buyer Europe” section, the following text:
“Now, Textron Inc. has made a surprising change in strategy and will dissolve Textron eAviation as a separate business unit...The restructuring is expected to be completed by 4 January 2026.”

Unfortunately the two pictures given are accompanied by inaccurate texts, this fact, however, does not reduce the surprise.



ICAO States today

“Easy Access” possibility found and checked, e.g. page 106 for Afghanistan.

<https://elibrary.icao.int/reader/681051/&returnUrl%3DaHR0cHM6Ly9lbGlicmFyeS5pY2FvLmludC9wcm9kdWN0LzY4MTA1MQ%3D%3D?productType=ebook>

Some information require a second opinion, we think: How trustworthy are e.g. the figures for Afghanistan?
1998: 55'000 airline passengers (lowest figure found)





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2011: 2'280'000 airline passengers (highest figure found)
2014: 2'221'000 airline passengers
2021: 290'000 airline passengers, domestic and international travel
2024: 2'000'000 airline passengers, domestic and international travel

The question of today: does this "fact sheet" mirror the reality of this country?

Regionalfluggesellschaften fordern Nachbesserungen bei EU-SAF-Regulierung

Regional airlines call for improvements to EU SAF regulation

3/11/2025 A german text dealing with the topic may be found here:

https://www.airliners.de/regionalfluggesellschaften-nachbesserungen-eu-saf-regulierung/84096?mtm_source=newsletter&mtm_campaign=2025_11_03&mtm_medium=email&mtm_content=84096

If you wish to get a translation send a message to rene.meier2540@bluewin.ch

EASA improves ReFuelEU Aviation reporting process in updated Sustainability Portal

5/11/2025 The EASA Sustainability Portal is a digital platform EASA Sustainability Portal designed to streamline and simplify reporting for the ReFuelEU Aviation and the Flight Emissions Label. It provides a centralised, secure, and user-friendly environment that enhances collaboration through automated data validation and structured collaboration. The Portal was recently improved in look and functionalities to best meet the need of its users. For the the entire text please go to

<https://www.easa.europa.eu/en/newsroom-and-events/news/easa-improves-refueleu-aviation-reporting-process-updated-sustainability>

SkySafe offers Forensics as a Service to aid investigations of drone incidents

14/11/2025 By DRONELIFE Features Editor Jim Magill: As police departments, government agencies and operators of critical infrastructure wrestle with the growing threats from maliciously operated drones, to date the focus has been on detecting these UAVs, identifying their operators and somehow mitigating their flights before they can cause serious harm.

For the article please go to

<https://dronelife.com/2025/11/14/skysafe-introduces-new-forensics-service-to-strengthen-drone-incident-investigations/>





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Europe's Drone Disruptions Expose a Bigger Airspace Awareness Gap



26/11/2025 By DRONELIFE Features Editor Jim Magill: Lack of airspace awareness creates problems for Europe's airports. A flurry of drone-related security incidents at European airports highlights the need for greater low-altitude airspace awareness across the continent, according to aviation security experts. In September Copenhagen Airport, one of Northern Europe's busiest travel hubs, shut down operations for nearly four hours following reports of multiple drone incursions.

For the article please go to

<https://dronelife.com/2025/11/26/europes-drone-disruptions-expose-a-bigger-airspace-awareness-gap/>

Murphy's Law COMPLETE, compiled by Arthur Bloch

On page 130 we find Gourd's axiom: "A meeting is an event at which the minutes are kept and the hours are lost."

LMC

A Last Minute Change, copied from the Agency: Please note that Deviation Request ETSO-C209#8 for an ETSO approval for CS-ETSO applicable to **Electronic Flight Instrument System (EFIS) Display** 'Deviation Request ETSO-C209#8 for an ETSO approval for CS-ETSO applicable to Electronic Flight Instrument System (EFIS) Display' is now open for consultation on the EASA website.



To place comments, please use the automated Comment-Response Tool (CRT) available at <http://hub.easa.europa.eu/crt/>.

The deadline for submission of comments is 22 Dec 2025.

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